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		and adil horse a concrete	
•	7	be used for motor vehicles will be 10 meters wide and will have a concrete layer 15 cm thick. Similar devices are scheduled to be built at the eastwest ends of the runway. The southern edge of the taxiway is exactly 75 meters from the marker stone indicating the boundary between forest districts 193 and 161.	
		The wooded area between the runway and the taxiway 360 meters to the south was not completely logged off but several patches of trees remained. To the south, the forest extended as far as about 25 meters from the taxiway. In late July, clearing work was being done here at two points in line with signboards 38 and 34. Earth required for the preparation of the sub-grade of the taxiway was obtained at this points.	
25X1X		Source learned from a surveying engineer employed at the construction site that the eastern end of the runway will be 6 meters higher than its western and. West of the complex of quartering buildings in forest districts 126 excavation work was being done. An area 40 meters square was dug out 5 meters deep. The purpose of the excavation work was not determined. Source learned that a number of quartering buildings was to be constructed near Kurtschlag. The project is definitely connected with the airfield. However, construction work had not yet been started.	
	7.	Logging operations connected with the construction of the taxiway at the field were completed by late July. The sub-grade for the taxiway was completed from the western end of the runway as far as the cross Doelln-Vietmannsdorf road. The humas layer was being removed on a stretch reaching from this road as far	
· .		fitted with lamps had been erected north of the taxiway from its western end to as far as the road.	
	8.	On 1 August, strips los 7 and 9 of the runway were completed, while strip No 11 was half concreted. Concreting work of strip No 6 was under way.	
25X1B	9.	The clearing in the wood where an ammunition or fuel dump may be erected, is located west of the Vietnannsdorf-Gross Boelln road, north of the spur track, and borders on Puetgestell forest district to the north. Seden 25. and were observed.*	X1B
 25X1X	10°	On 30 July, two and a half strips each 7.4 meters wide remained to be concreted on the runway. Excavation work for the texiway had been started from its eastern and western ends. Concreting work proper was to begin soon. The taxiway was to be provided with a concrete layer 40 cm thick. New workers continuously arrived at the field with most of them coming from Granienburg. A Soviet guard detail of five men was posted at the gate of the airfield near the complex of quartering buildings. Identity cards were controlled there. The area outside the field was secured by patrols.	
	Mo.	airfield. The total of construction workers employed thus rises to 2,270, 2,078 of whom were employed on exervation construction projects, the remainder on above-ground projects.	
	12.	By early August, strips Nos 1 through 7, 9 and 11 of the runway were completed. Work on the concreting of strips Nos 3 and 10 had not yet been started. From 13 April to 4 August, an area of 207,115 square meters of the runway surface had been concreted. After 8 August, there was a critical shortage of materials required for concreting work. Cement was not available at all. In late July and early August, 95 to 102 sections of the runway were daily concreted instead of the prescribed quota of 90 sections.	

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13.	The sub-grade for the concrete layer of the taxiway was completed. The concrete layer of the taxiway was to be 15 cm thick. The sub-grade for the hardstands at the ends of the runway were also completed.	
14.	The wood camp, information on which was transmitted previously, will be built in the Reihersdorf forest. Clearing work was under way there. Details on the pingoint location of the installation and its size was not yet available.	
15.	Source believed that the drawing was made for a fuel dump. At the site of this dump source saw a pit 15 x 3 meters and 2 meters deep. The site for this dump was about 300 meters east of the western aircraft dispersal area and about 300 meters north of the east—west taxiway.	
16.	stone chippings, 42,046 tons of 15/30 grade stone chippings and 122,863 tons of gravel.	
17.	ployment at the Soviet construction neadquarters that the allo- cations for the construction of Schorfheide airfield had been can- celled.	
18.	On 31 July and 1 August, a conference was held at the field. This conference was attended by construction supervisors Schulze (fnu) of Bauunion Nord, Kunze (fnu) and Meding (fnu), the latter of the Soviet construction headquarters. At this conference it was stated that the airfield was to be built according to schedule. Surveying work for the construction of a bomb dump was started in late July. Hardstands were to be built along the western and eastern taxiways. Another 24 to 32 hardstands were to be constructed on the southern taxiway.	
1	Schorfheide airfield has been accelerated. The completion date for the runway at the field was advanced by four weeks. However, with regard to the shortage of construction material, it is doubtful whether the new completion date will be kept. For status of concreting work at the field,	25X1A
2	Comment. For course of the outer connecting lanes west joining the taxiway from the west and east, see Annex. It is believed that the taxiway will have a concrete layer 40 cm thick.	
3	also referred to as wood camp, is about 3 km west-northwest of Gross I Its location can be determined on GSGS 4414, sheet 2946/47.	E, oellr.
÷ (Comment. For terrain points indicating the location of the ammunition or fuel dump, It is believed that installation under construction there will be a fuel dump.	the 25X1A

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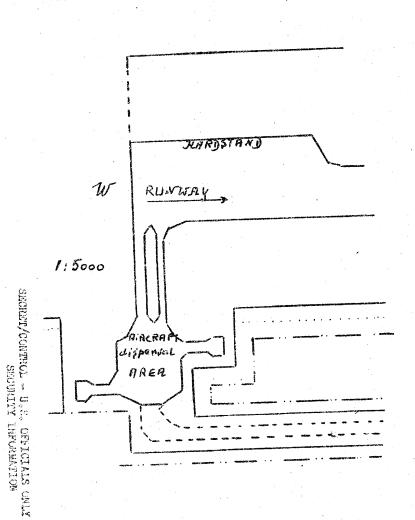
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Connecting Lanes Letween Runway and Taxiway at Schorfheide Sirfield



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